

NO FOREIGN DISSEM [REDACTED]

PHOTOGRAPHIC INTERPRETATION REPORT



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SOUTHEAST ASIA ACTIVITY REPORT

SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM

NPIC/R-113/67

JUNE 1967

SUMMARY NO 49

18 MAY - 7 JUNE 1967

WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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INTELLIGENCE NOTE:

Spans are in place on the new railroad and highway bridge over the Canal Des Rapides, immediately northeast of Ha Noi (see Summary 48), and the bridge is now fully serviceable. Mission [REDACTED] NPIC Cable Ser F00311

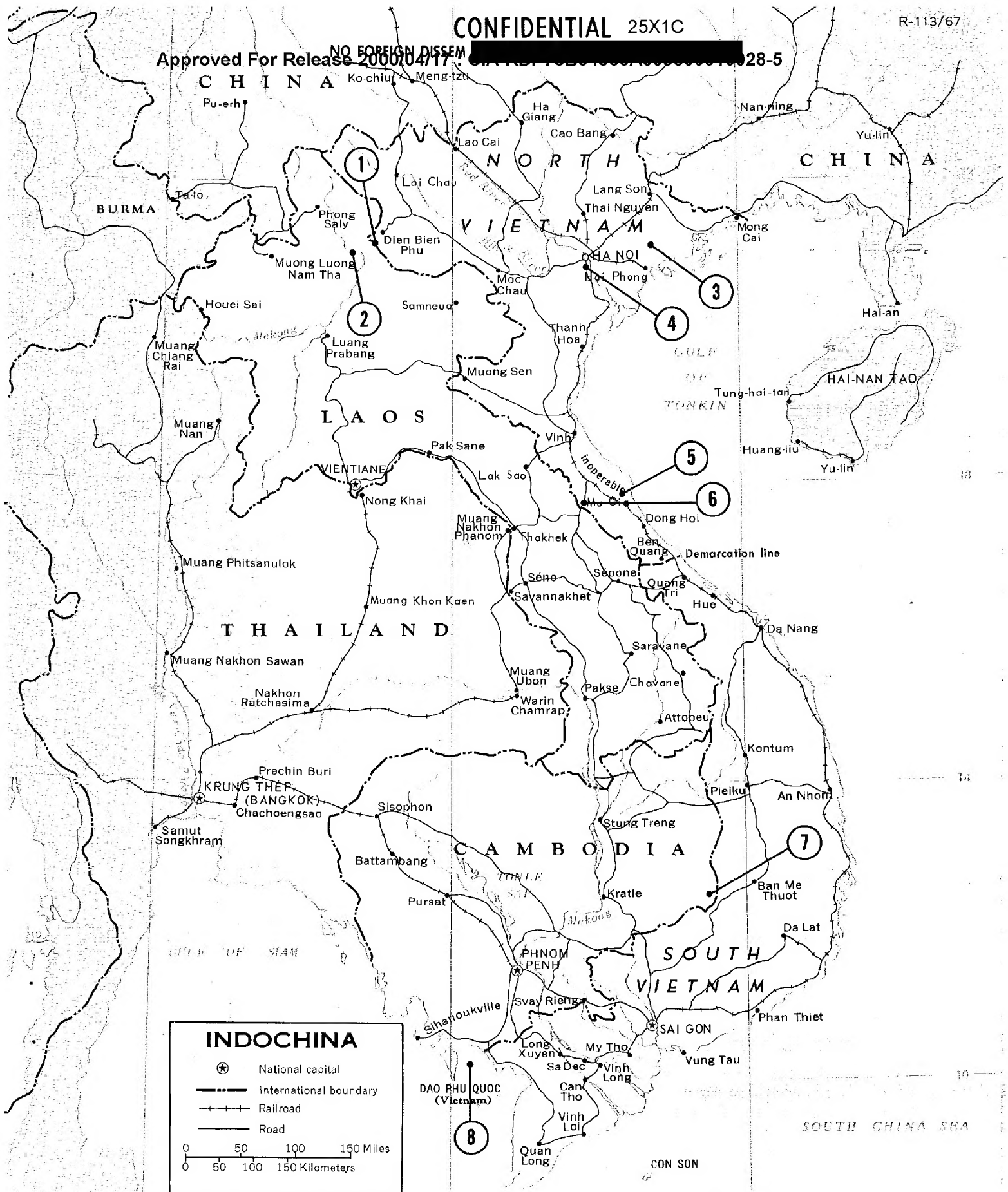
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25X1D 1. Truck Park [REDACTED] Route 19, North Vietnam

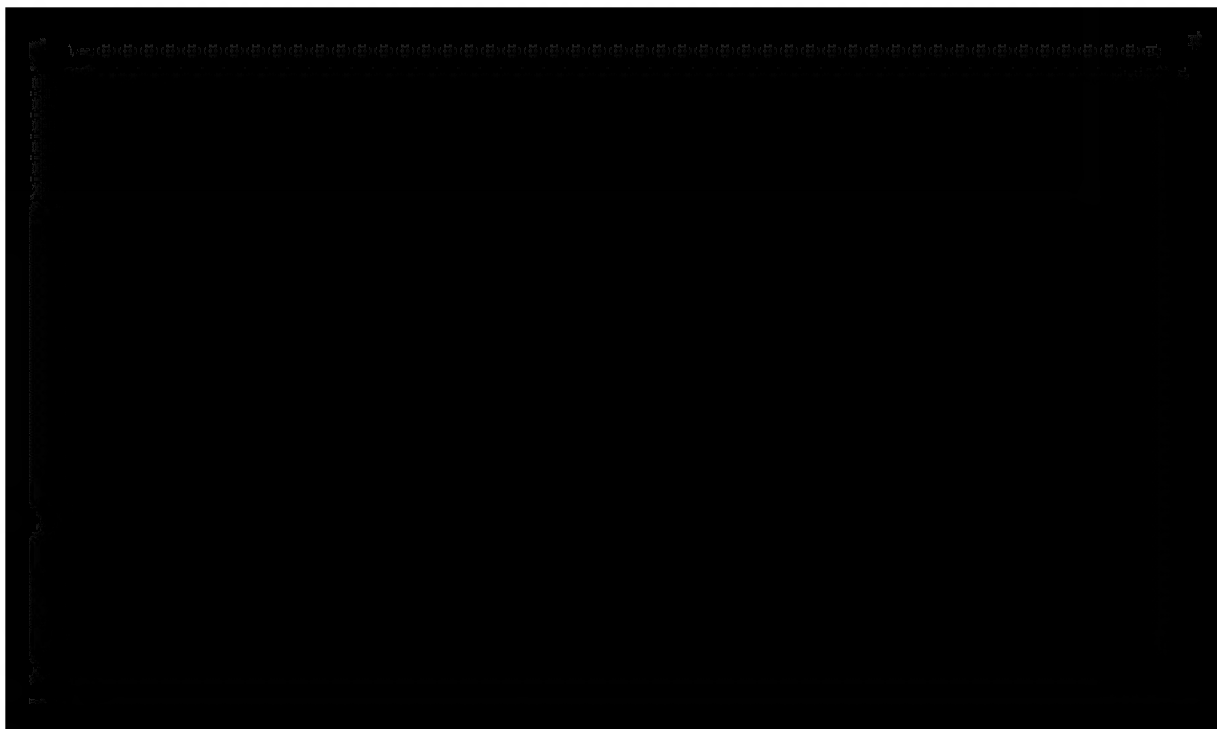
25X1D A truck park [REDACTED] is located on North Vietnam Route 19 between Dien Bien Phu and the Laos border at 21-15N 102-56E. Heavily used access roads lead to three vehicle parking areas

25X1D [REDACTED] (Figure 1). A centrally located AW/AA site provides defense for the area.

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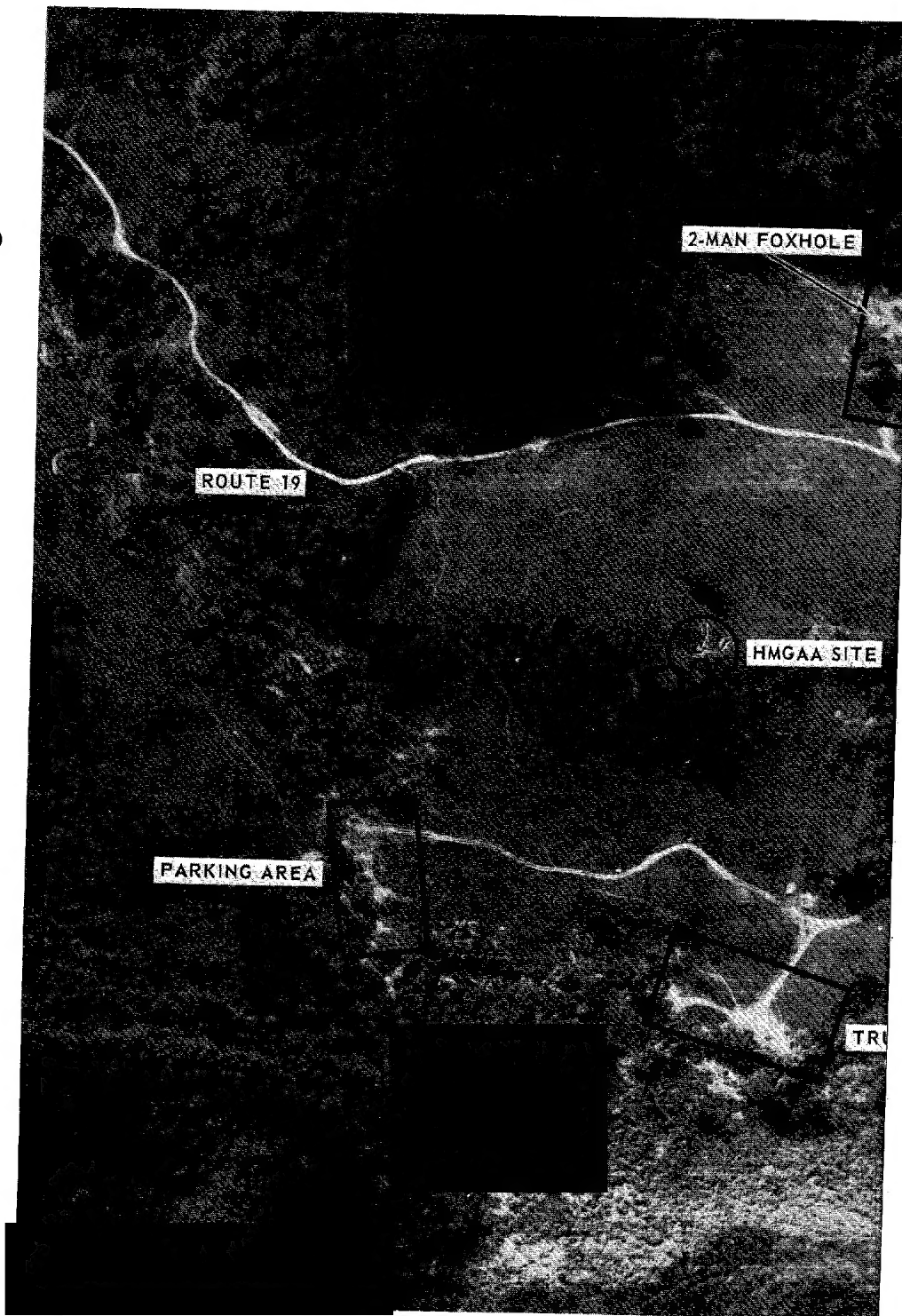


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FIGURE 1. TRUCK PARKS

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2. Road Construction, Route 19, Laos

Construction continues on the southern extension of Laos Route 19 toward the Nam Ou (River). First observed in the vicinity of the previous road terminus at 21-08N 102-38E (UTM [REDACTED]) clearing and initial grading had been completed over approximately 1.5 nm by [REDACTED] (Summaries 32,38). Intermittent construction now extends south to 21-05N 102-35E (UTM [REDACTED]), 1.6 nm northeast of Sop At (Figure 2). The relatively slow rate of construction is probably due to the rugged terrain and the exclusive employment of a hand-labor force.

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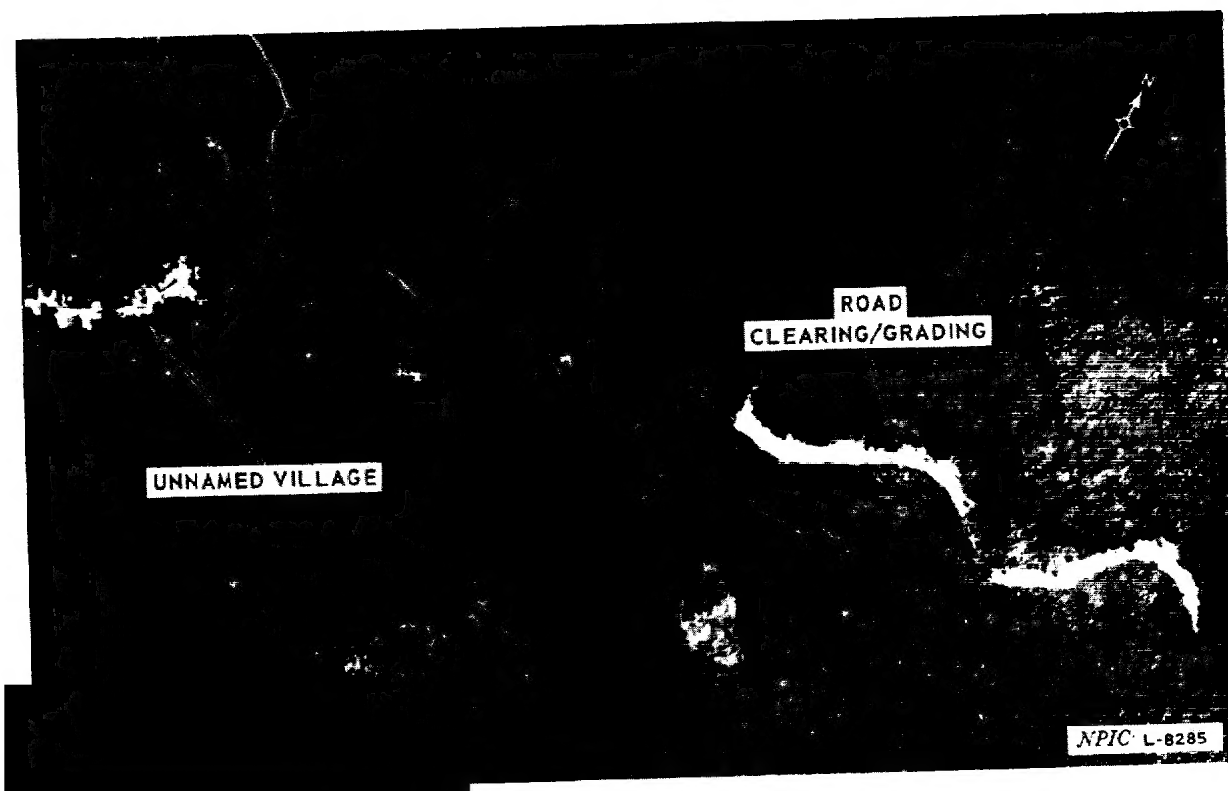


FIGURE 2. ROAD CONSTRUCTION, ROUTE 19, LAOS

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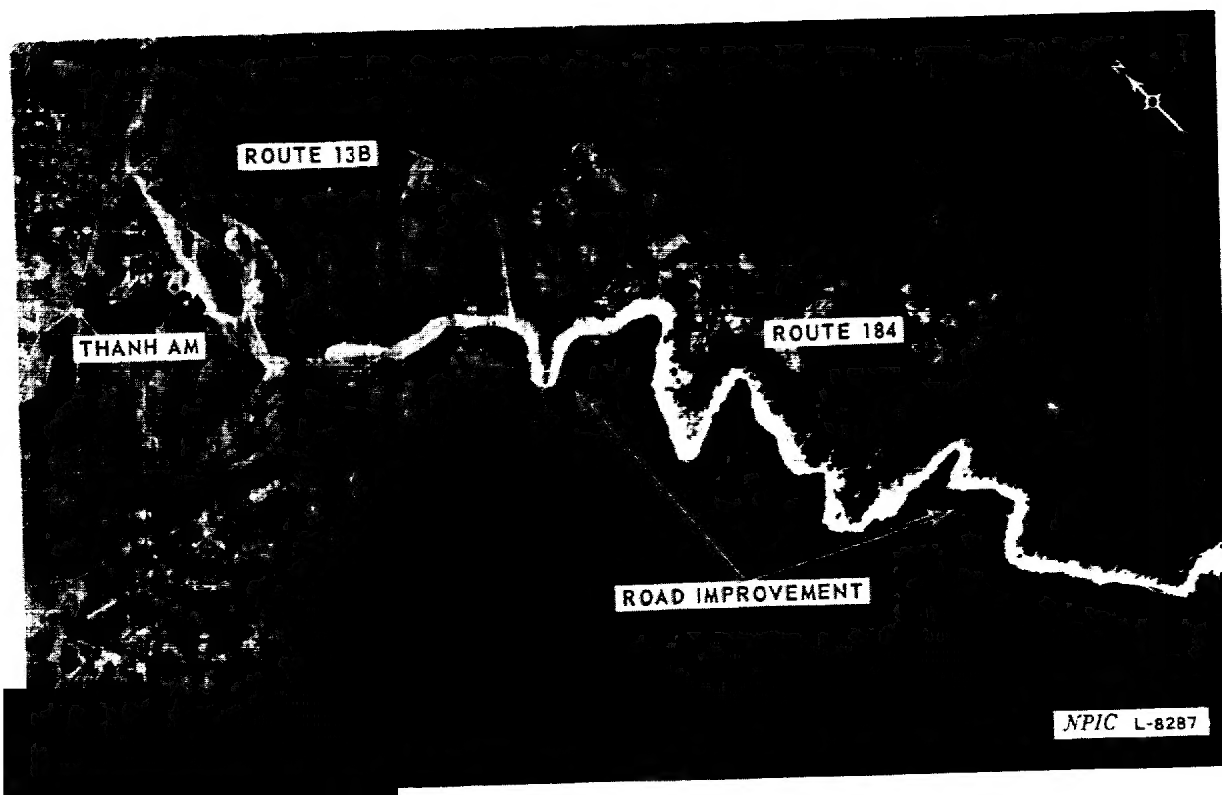
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3. Road Construction Between Dinh Lap and Hon Gay, North Vietnam

A major road system is being developed in North Vietnam between Routes 4 and 18 which will provide a more direct route between Lang Son and the Hon Gay area. Construction, consisting of road widening, general improvement, reconstruction and realignment (Figures 3 and 4), extends south from Dinh Lap at 21-32N 107-06E along Routes 13B, 183 and 184 to the limit of photographic coverage at 21-03N 106-57E.

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FIGURE 3. ROAD IMPROVEMENT, ROUTE 184, NORTH VIETNAM

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CHINA

LANG SON

ROUTE 4

DINH LAP

MAJOR ROAD

ROAD U/C (PREVIOUSLY REPORTED)

ROUTE 13B

THANH AM

ROAD CONSTRUCTION/IMPROVEMENT

ROUTE 184

ROUTE 183

ROUTE 18

CAM PHA

HAI PHONG

SERIES PC J-IIAG
WAC 616
1ST EDITION 1965
SCALE 1:500,000

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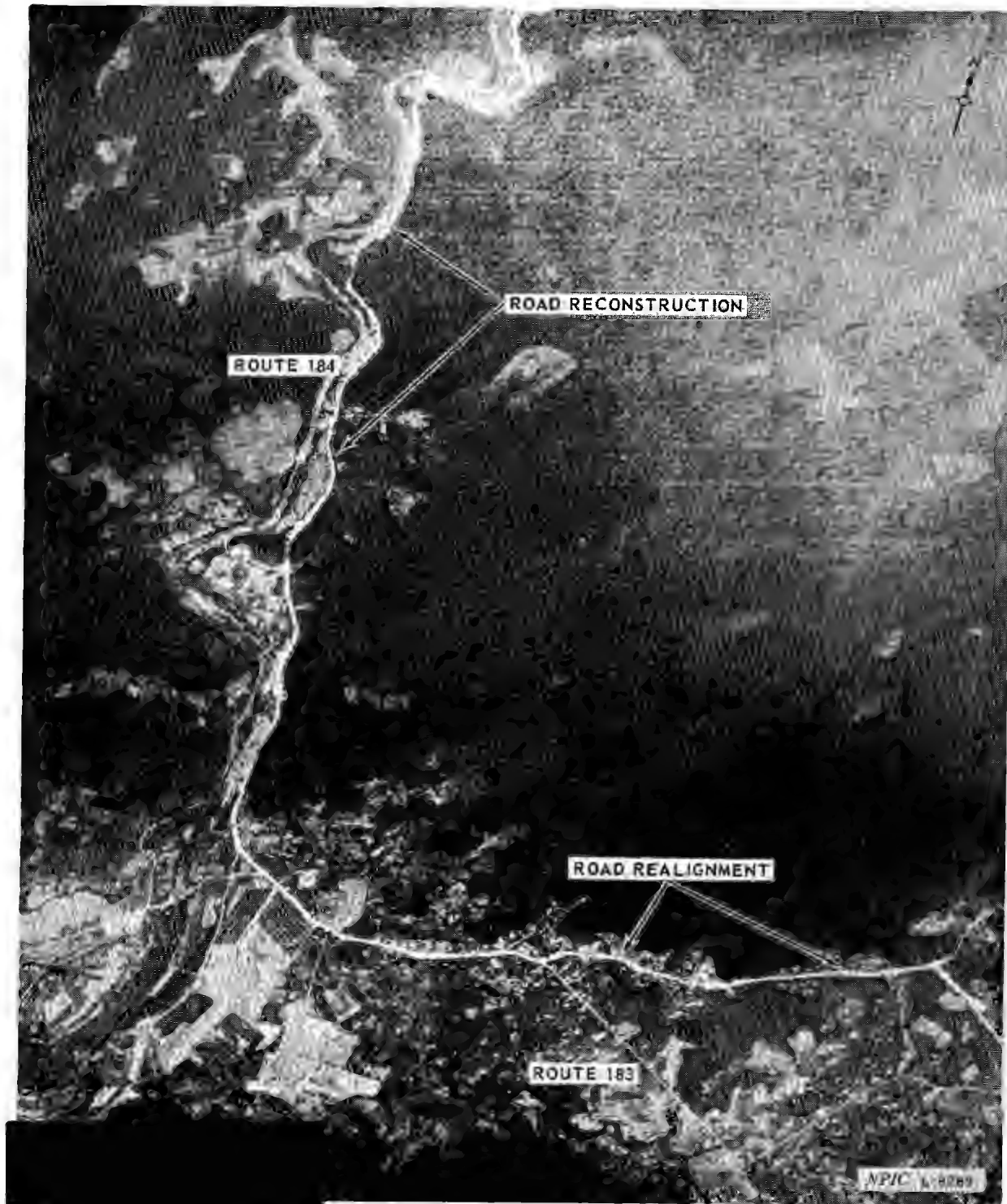


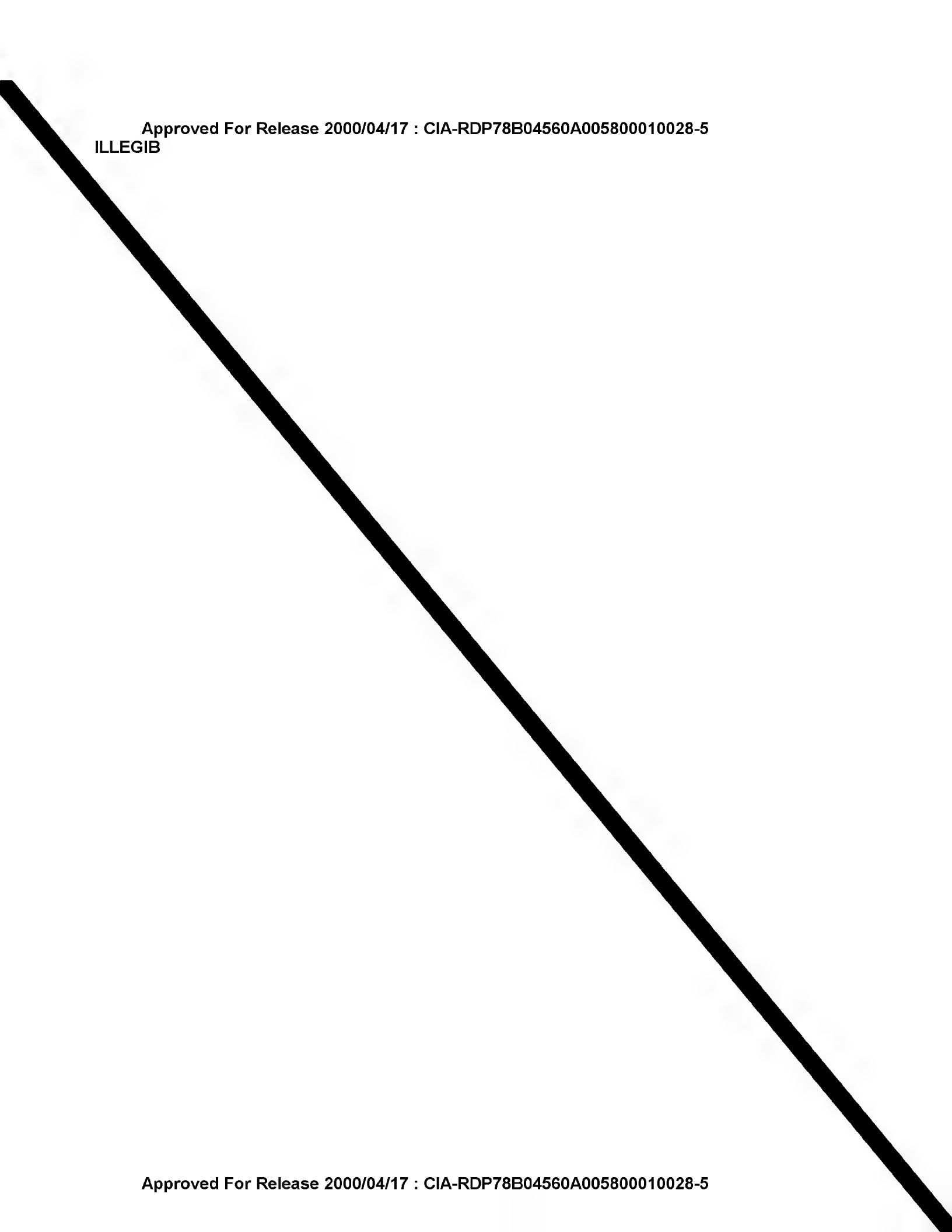
FIGURE 4. ROAD CONSTRUCTION, ROUTE 184 AREA, NORTH VIETNAM

4. Concentration of Steam Locomotives, Ha Noi/Thanh Hoa Rail Line,
North Vietnam

25X1D On [REDACTED] 14 steam locomotives with tenders were concentrated on the Ha Noi/Thanh Hoa Rail Line in the vicinity of 20-58N 105-50E. Ten locomotives were located immediately east of the main line on the Ha Noi railroad by-pass (Summary 29); three were located on the main line; and one was located on a newly constructed passing track (Figure 5).

25X1D [REDACTED]

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FIGURE 5. CONCENTRATION OF STEAM LOCOMOTIVES, HA NOI/THANH HOA RAIL LINE, NORTH VIETNAM

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5. Road Construction, Route 108 Area, North Vietnam

Construction continues on the unnumbered road extending south from North Vietnam Route 108 at 17-52N 106-21E toward a probable junction with Route 110 on the north bank of Nguon Nay (river). After completion of the initial clearing and grading, construction between UTM [REDACTED] and [REDACTED] was temporarily abandoned. Active construction is underway between [REDACTED] where several bulldozers were engaged in grading operations (Figure 6). This construction is proceeding simultaneously with the southern extension of Route 108 to a junction with Route 1A, approximately 4 nm south of Ron.

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[REDACTED]

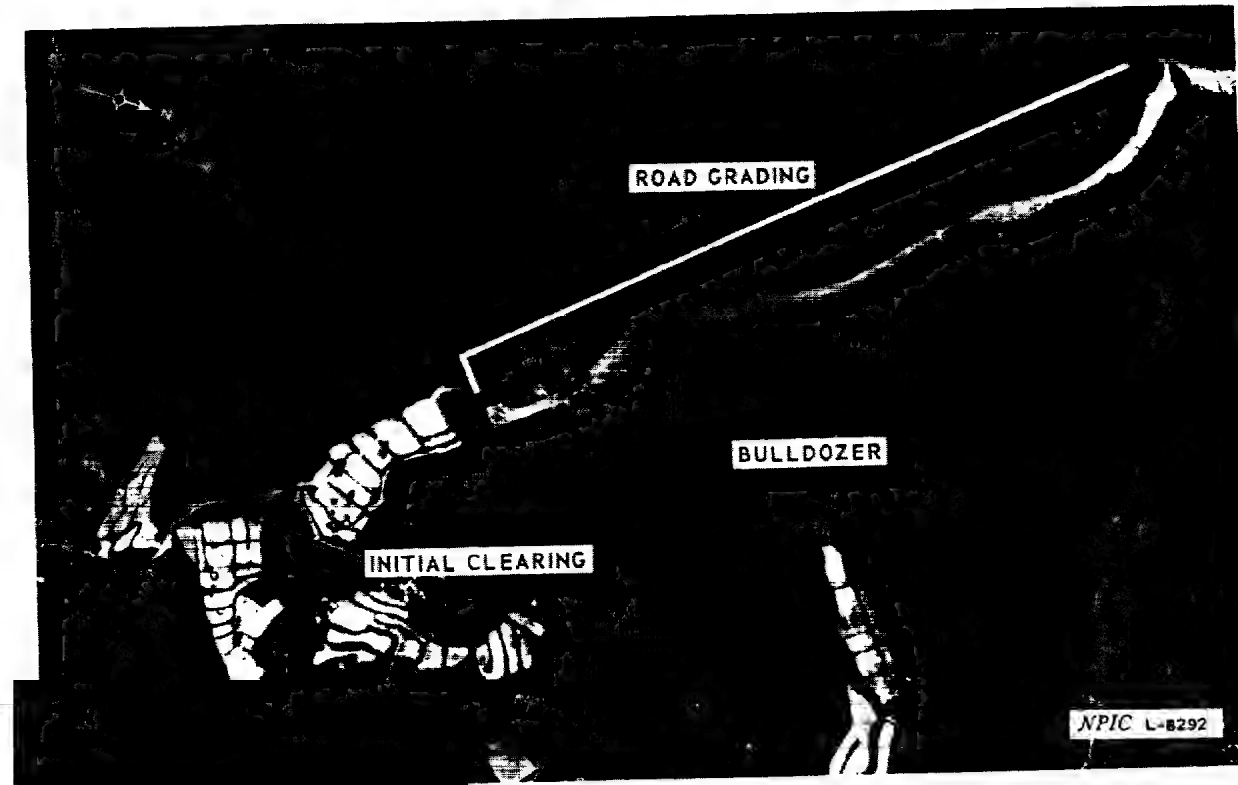


FIGURE 6. ROAD CONSTRUCTION, RON AREA, NORTH VIETNAM

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NORTH VIETNAM

FIG. 6

ROUTE 110
1.8 NM

ACTIVE CONSTRUCTION

ROAD U/C
MAJOR ROADAMS SERIES L7014
SHEET 6244 I
1ST EDITION 1965
SCALE 1:50,000

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6. Railroad Cable Bridge, Vinh/Dong Hoi Rail Line, North Vietnam

25X1D A railroad cable bridge is under construction on the Vinh/Dong Hoi Rail Line at 18-09N 105-43E (UTM [REDACTED]), adjacent to the destroyed Dong Bai Railroad Bridge over the Song Tien (Figure 7). Four crib-type piers and 1 A-frame are supported by at least two taut cables. The cable anchorage on the south bank remains uncovered. The approach track is essentially complete and camouflaged decking is aligned with the bridge on the north bank.

The bridge is similar to the one constructed -- and subsequently destroyed -- on a railroad by-pass approximately 0.3 nm north (Summary 20, Item 2). In addition to providing stabilization for the wood piers, the cables are probably utilized to position the decking and then support it in conjunction with the piers.

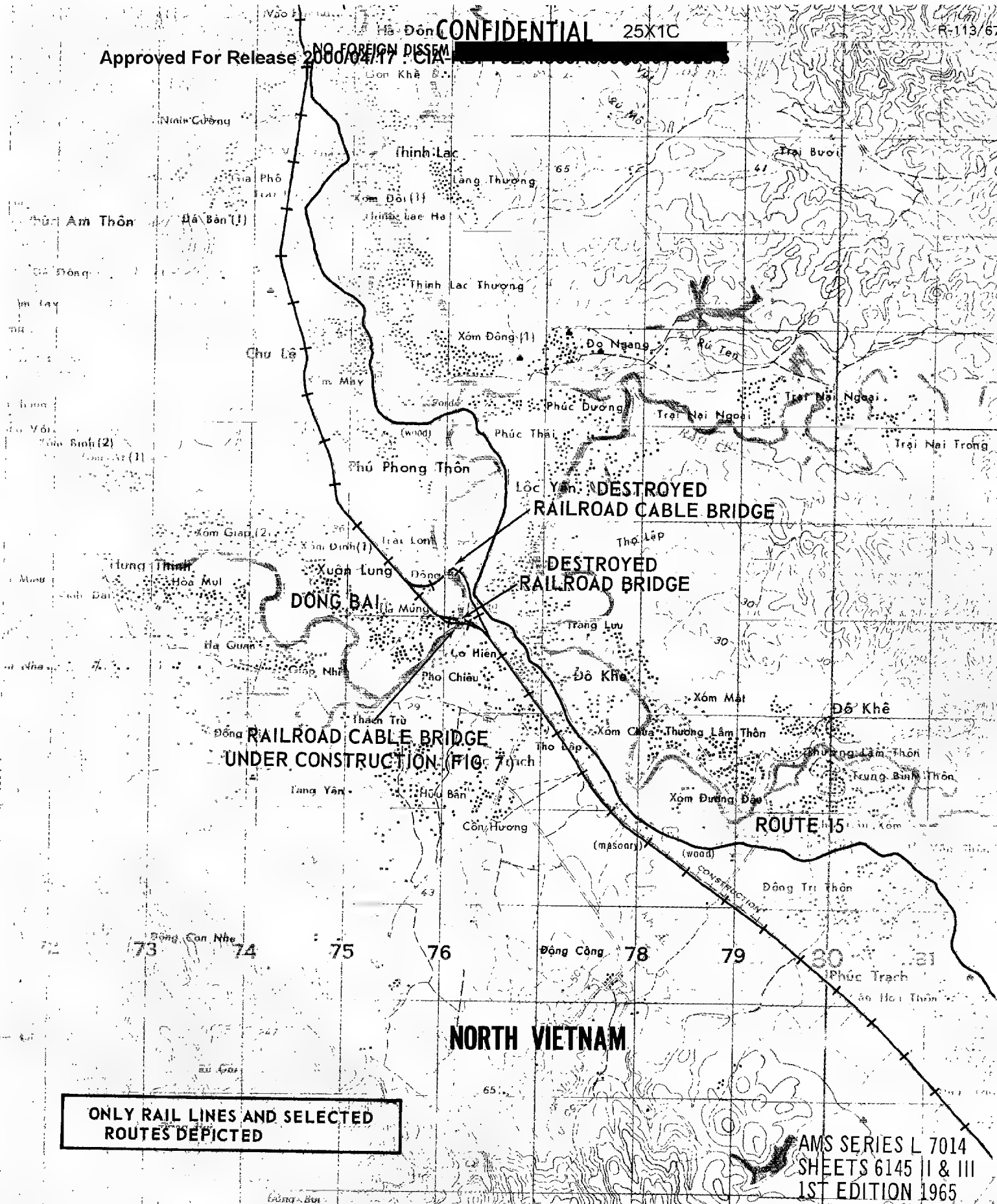
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ONLY RAIL LINES AND SELECTED
ROUTES DEPICTED

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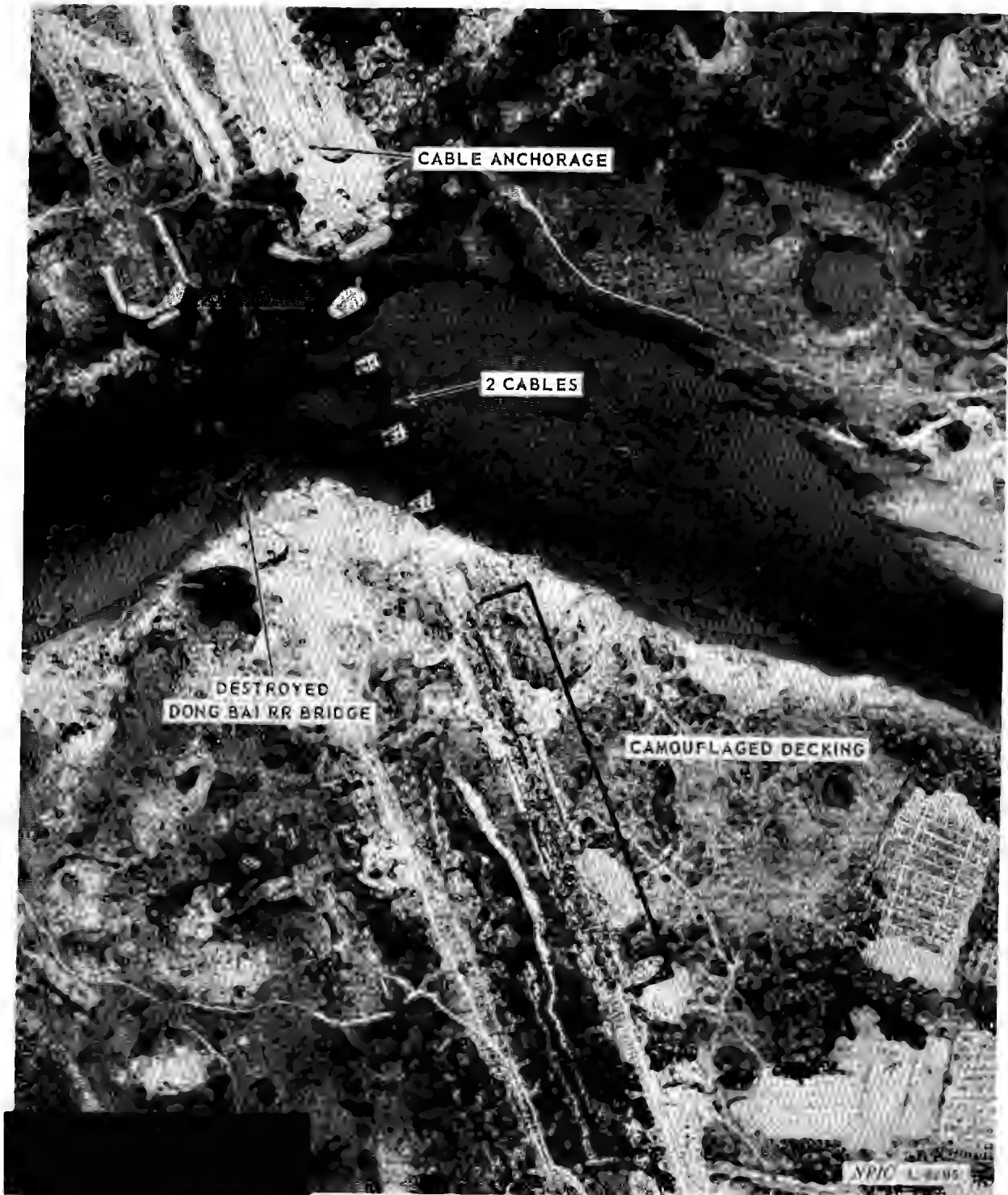


FIGURE 7. RAILROAD CABLE BRIDGE, DONG BAI, NORTH VIETNAM

7. Probable Insurgent Support Facility, Nam Lyr Mountains, Cambodia

A probable insurgent support facility is located at a former village site in the Nam Lyr mountains at 12-33N 107-29E (UTM [REDACTED]). Forty-two buildings have been identified in an area containing the following security defenses: eight possible shed-type guard posts, an AW/AA position, trenching, foxholes, and a perimeter fence (Figures 8 and 9). The reported coordinates of a North Vietnamese prison camp are within 500 meters of this site.

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25X1D Additional identified probable insurgent activity in the area includes encampments at [REDACTED] containing at least 20 and 24 partially concealed buildings, respectively.

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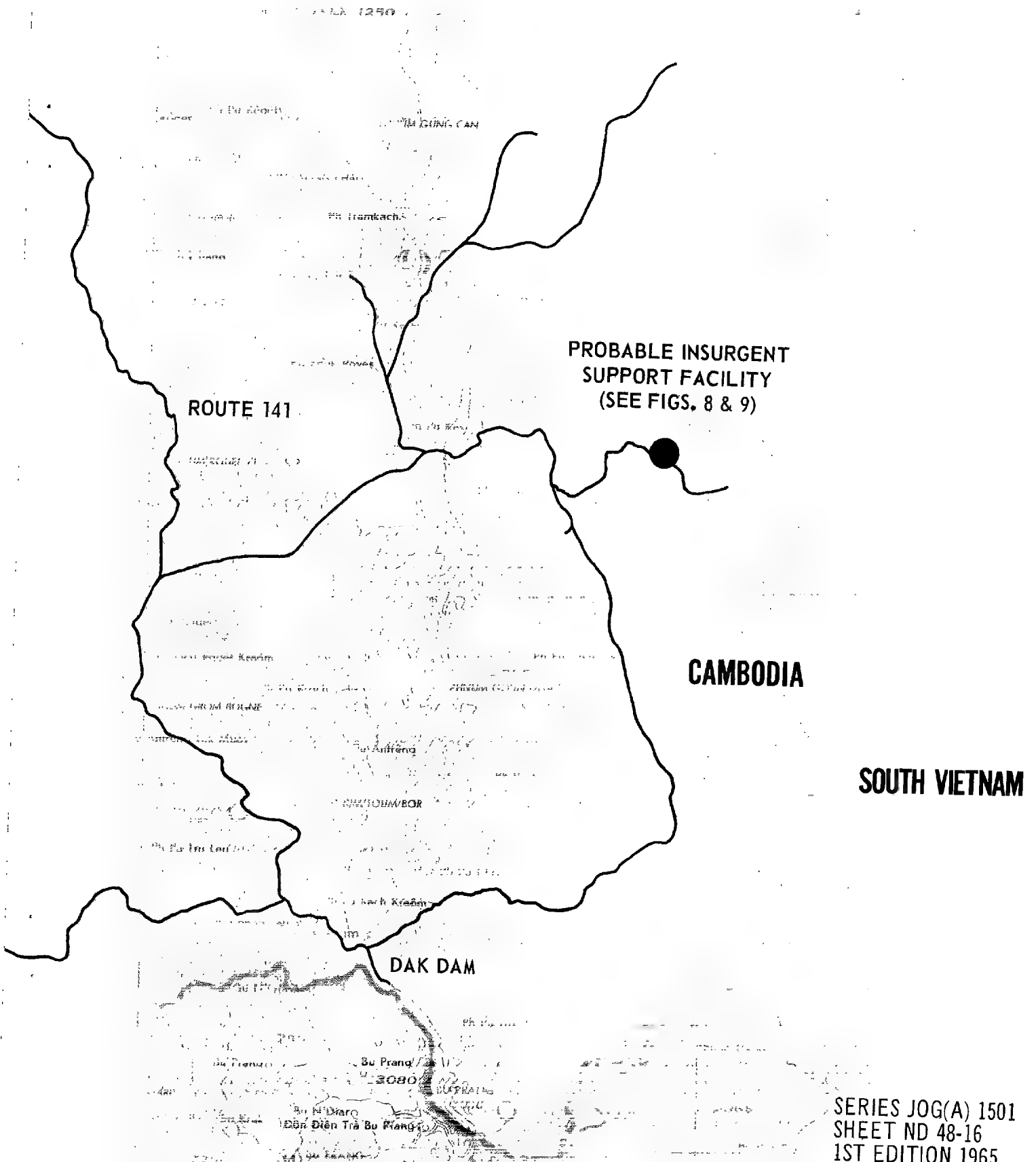
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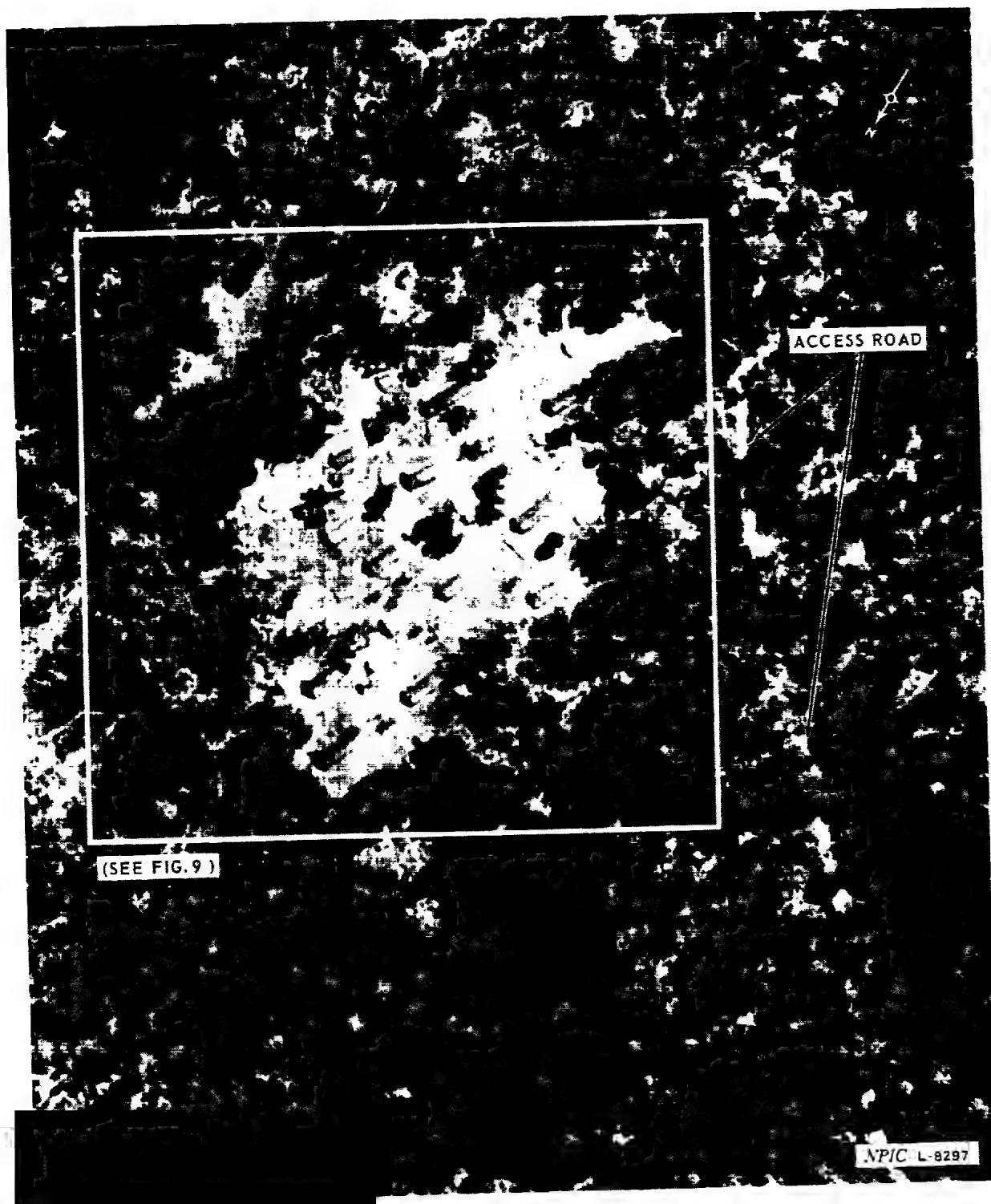


FIGURE 8. PROBABLE INSURGENT SUPPORT FACILITY, NAM LYR MOUNTAIN AREA, CAMBODIA

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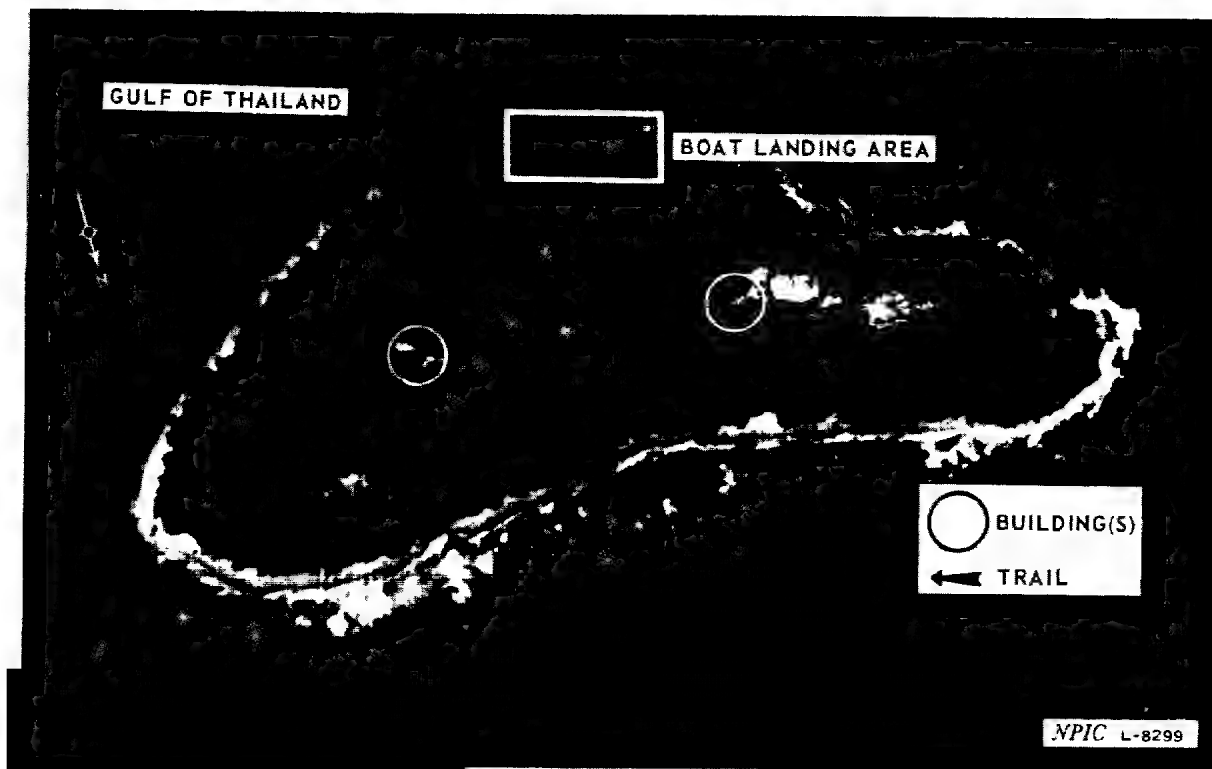


FIGURE 9. GRAPHIC REPRESENTATION OF PROBABLE INSURGENT SUPPORT AREA

8. Suspect Storage Facilities, Kaoh Seh and Kaoh Angkrang (Islands), Cambodia

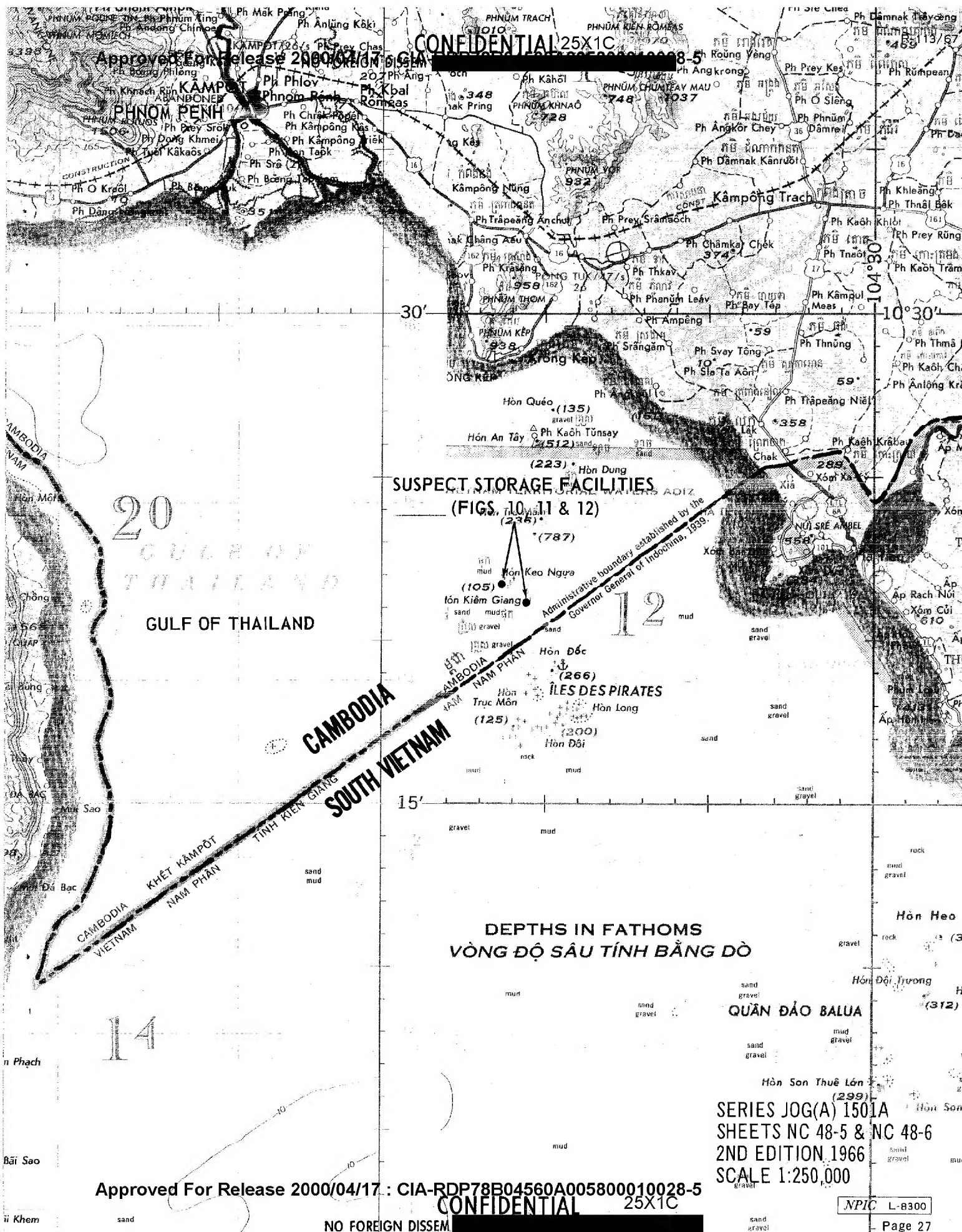
Suspect storage facilities have been identified on the Cambodian islands of Kaoh Seh and Kaoh Angkrang in the Gulf of Thailand. Located in the vicinity of 10-21N 109-19E, the islands lie approximately 1.5 nm northwest of the Cambodia/South Vietnam border. Each island contains partially concealed buildings (a total of at least 9) connected to a boat landing area by well-used trails (Figures 10, 11 and 12). There is an absence of activity normally associated with native habitation on the islands.

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FIGURE 10. SUSPECT STORAGE FACILITY, KAOH ANGKRANG (ISLAND), CAMBODIA



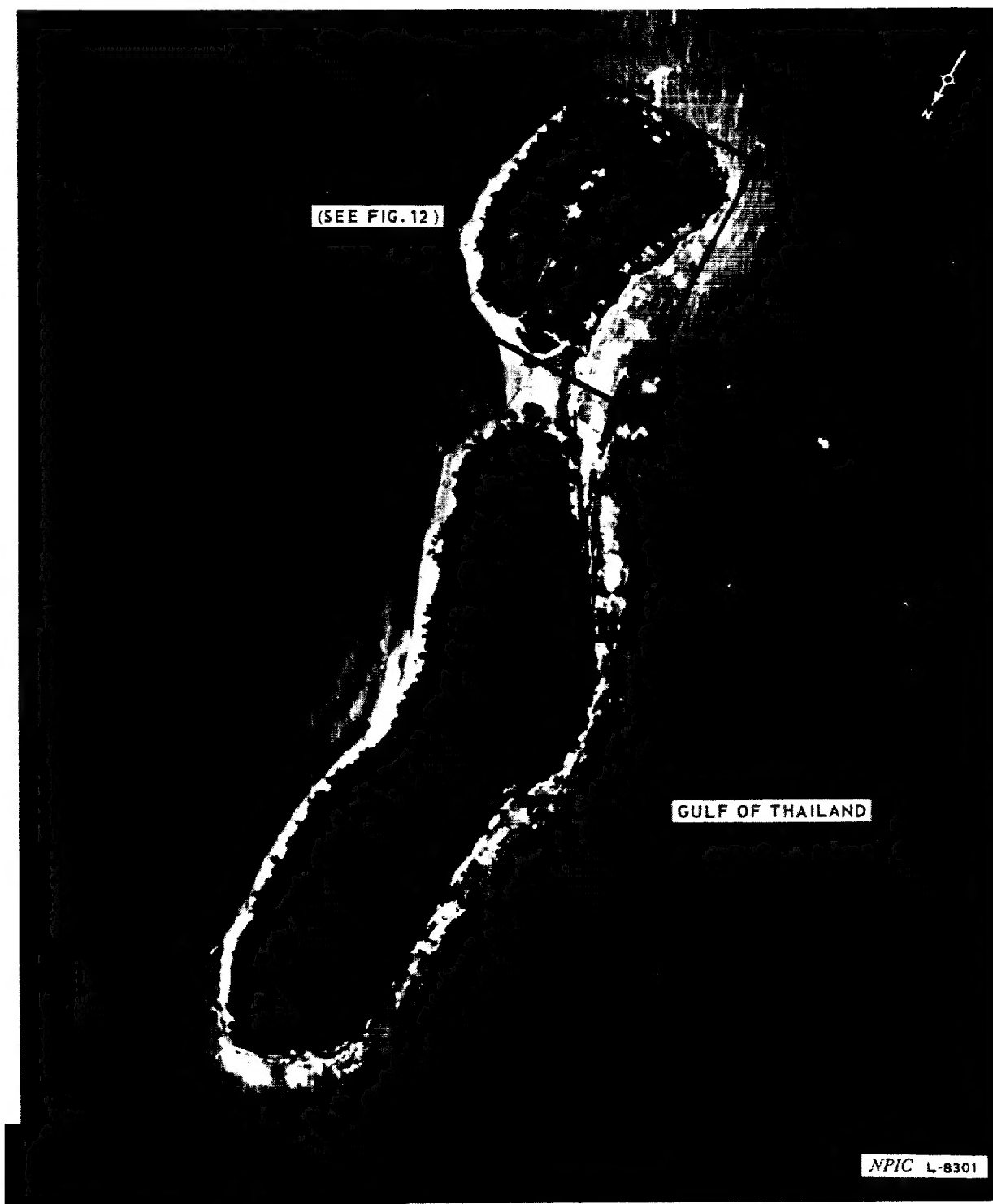


FIGURE 11. SUSPECT STORAGE FACILITY, KAOH SEH (ISLAND), CAMBODIA

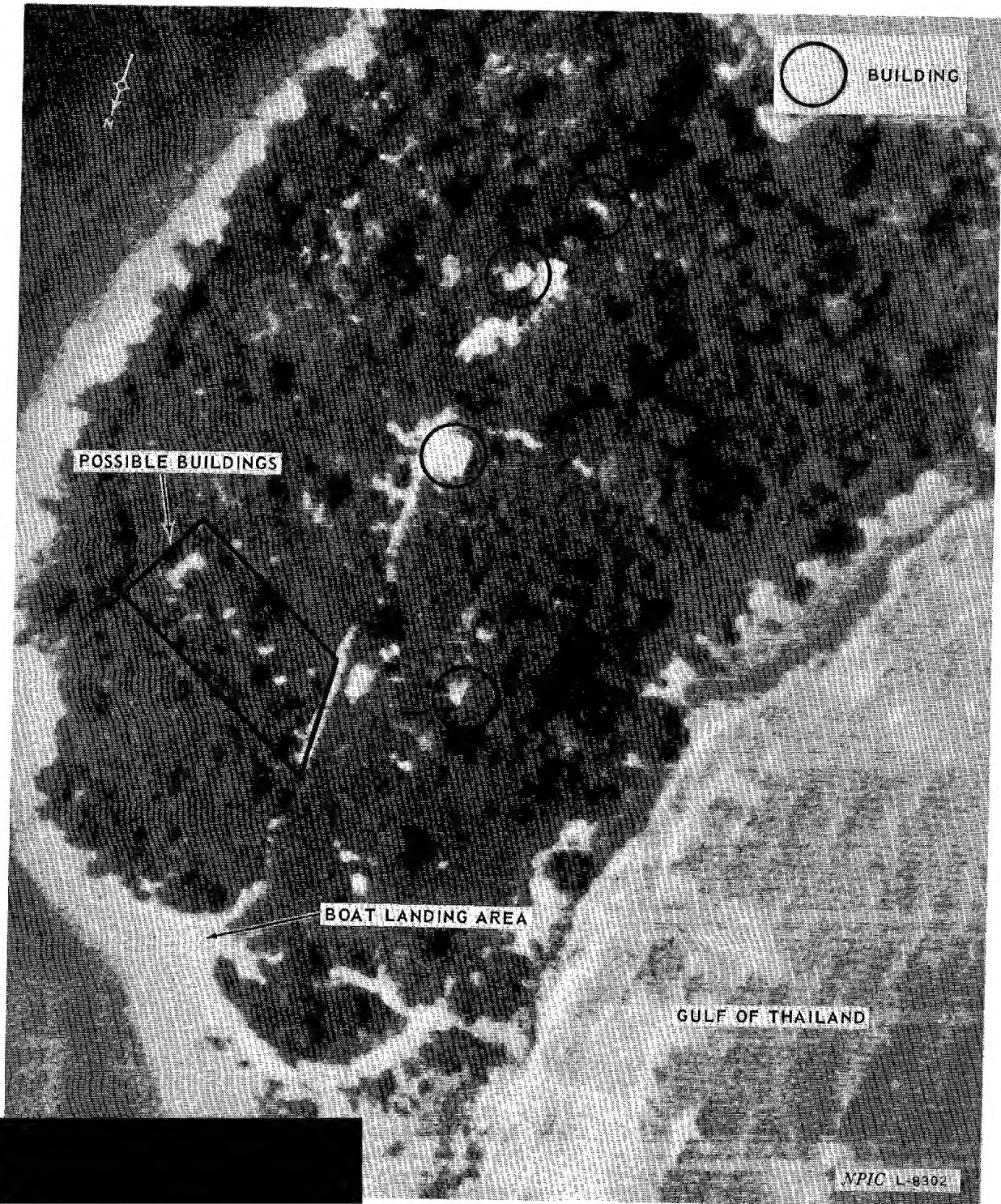


FIGURE 12. SUSPECT STORAGE FACILITY, KAOH SEH (ISLAND), CAMBODIA

